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Environmental Impact Assessment Record of Determination

A9 Glackmore Junction to Allangrange Southbound (SB) Duals

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and structural maintenance of a 1393m stretch of the A9 carriageway north of the town of North Kessock. Works are required to repair surface and structural road defects. The total works area covers 1.1144 hectares.

The works are scheduled for delivery within the 2026/27 financial year (April 2026 to March 2027 inclusive), with a proposed start date of 05/05/2026. All works will be undertaken during night-time hours over a 9 night period. However, the programme is subject to change, and start dates or working hours may be revised if required.

TM will involve lane closure on the A9 SB carriageway with convoy working. Two-way Temporary Traffic Lights (TTL) will be present on local roads at their junction to the A9.

Location

The scheme is located along on the A9 north of the village of North Kessock in the Highland Council administrative area (see Figure 1). The scheme is located between the National Grid References (NGRs) NH 60801 51303 and NH 61694 50284.

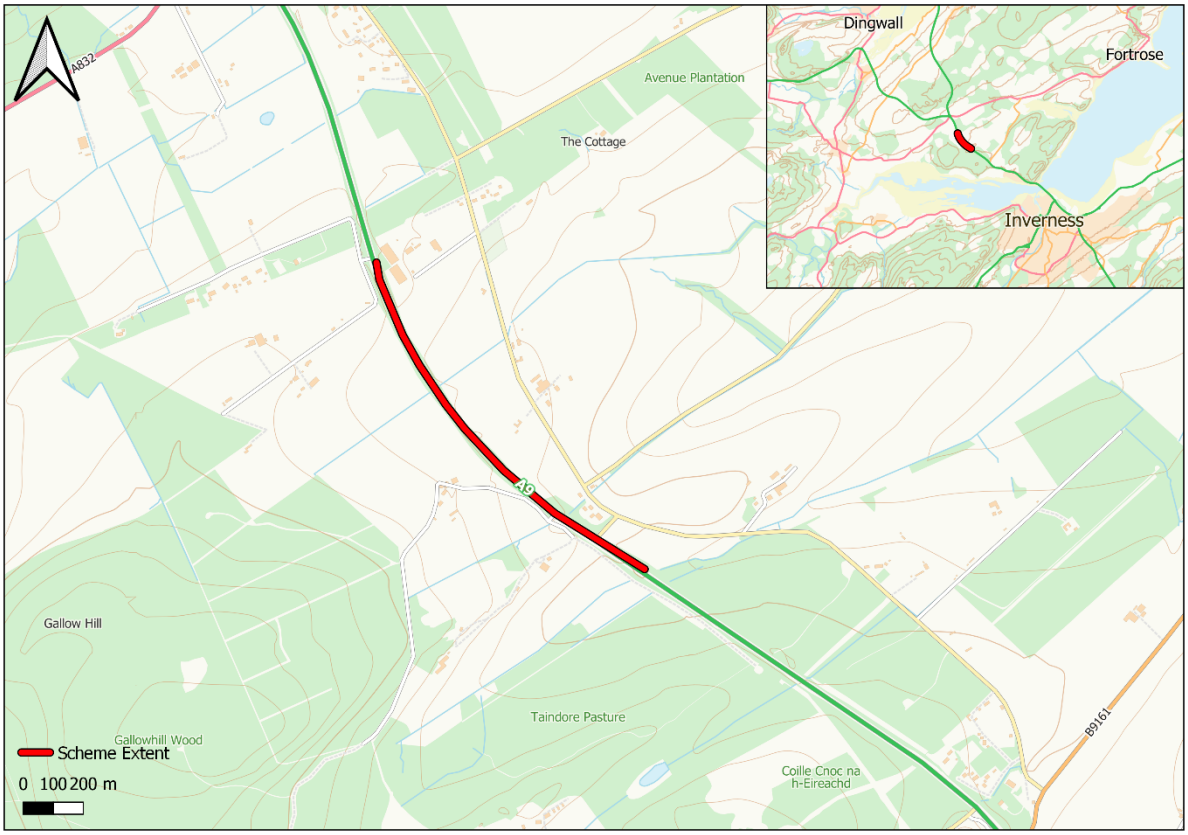

Figure 1: Scheme location

Description of local environment

Air quality

No Air Quality Management Areas (AQMA) are located within 10km of the scheme (Air Quality Management Areas).

There are two air quality monitoring sites located 6km and 6.9km southeast of the scheme's extent with both monitoring for nitrogen dioxide (NO_2) emissions (Scottish Air Quality). Both sites recorded 'low' levels at the time of checking.

Two Scottish Pollutant Release Inventory (SPRI) sites which record air pollutant releases are located within 10km of the scheme (Scottish Pollution Release Inventory):

- Allanfearn Sewage Treatment Works, Inverness, which monitors methane releases, lies approximately 9.4km southeast of the scheme extent.
- Carbon Fibers, Muir of Ord Ind Est, Rosshire, which monitors ammonia (t), hydrogen cyanide (kg) and nitrogen oxides, NO and NO_2 as NO_2 (kt) releasers, lies approximately 8.3km west of the scheme at its closest extent.

Due to the location of the works, baseline air quality is likely to be primarily influenced by traffic travelling along the A9 and local roads; with secondary sources likely shaped by land management practices.

Cultural heritage

No Scheduled Monuments, Garden and Designed Landscapes, Battlefields, Conservation Areas or World Heritage sites were identified within 300m of the scheme (PastMap).

The following Listed Buildings are located within 300m:

- Arpafeelie Episcopal Church of St John (Ref: LB7987) Category B, lies approximately 170m south of the scheme at its closest extent.
- Arpafeelie Episcopal Parsonage (Ref: LB7988) Category C, lies approximately 210m south of the scheme at its closest extent.

The following features of lesser cultural heritage significance are recorded within 300m of the scheme (PastMap):

- Several National Record of the Historic Environment (NRHE) and Historic Environment Record (HER) entries lie within 300 m of the scheme, with the A9 passing directly through HER and NRHE features classified as farmsteads, including Tore (HER Ref: MHG33269), Glackmore (HER Ref: MHG20684) and Glackmore (NRHE Ref: 103831).

Construction of the A9 carriageway is likely to have removed any archaeological remains that may have been present within the carriageway boundary. Furthermore, the works are strictly confined to the man-made ground with no excavation required. As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme does not lie within any National Parks (NP), National Scenic Area (NSA), National Nature Reserves (NNR) or Local Nature Reserves (LNR) (SiteLink).

Landscape Character Type (LCT) for the scheme is listed as ‘Farmed and Forested Slopes – Ross & Cromarty’ (LCT 345 - Farmed and Forested Slopes - Ross & Cromarty), which has the following key characteristics:

- Complex pattern of farmland, tree cover, forests and woodland on sloped, often terraced land rising from firths or river plains to mid-elevations and often backed by large scale forest plantations where there are adjacent hills.
- Overall impression of a well-treed landscape, but within which farming is the dominant land use.
- Generally higher proportion of trees, woodland and forest plantations in upper slopes, forming a well-connected network within which fields are located.
- Terraces of open land, interspersed with forest plantations and woodlands on mid slopes.
- Gradual change to more open landscapes at lower levels.
- Wide range and distribution of archaeological sites indicating a long history of human settlement.
- Occasional large settlements in a predominantly rural landscape.
- Views from more open, terraced areas across lowlands or firth to hills or out to sea.

The scheme is located on the A9 across an area that encompasses following land uses (HLA Map):

- Industrial or Commercial areas
  - ‘Industrial estates, large office developments and shopping centres, carparks or storage facilities, as well as factories and mills, are located in and around urban areas.’
- Plantation
  - ‘Most plantations are of coniferous species and tend to be densely packed within clearly defined boundaries. Recently, natural tree regeneration and native tree planting have also been encouraged.’
- Urban Area
  - ‘Cities, towns and large villages with their housing, individual shops and places of education or worship, as well as prisons and hospitals, municipal buildings and hotels are noted as urban areas. Very small clusters of houses in the countryside are also included.’
- Rectilinear Fields and Farms
  - ‘Rectilinear field boundaries and associated farm steadings and other buildings are typical of agricultural improvements since the 1700s. Recent amalgamation of these fields is common.’
- Managed Woodland
  - ‘Much managed woodland is 'ancient', generally consisting of broad-leaved species or native pine woods, characterised by space between the trees. The wood used to be taken by coppicing or other traditional means.’
- Motorway and Major Roads
  - ‘Motorways, service stations and park-and-rides are included as HLA data as they cover considerable areas of land; only major junctions and dual carriageways are shown for other roads.’

The A9 Trunk Road, within the North West Network Management Contract (NMC), connects Perth with Thurso. It commences immediately north of Inveralmond Roundabout in Perth leading generally northwards for a distance of 357 kilometres to its junction with an unclassified road leading to Holborn Head lighthouse at Scrabster. The A9 is a mixture of single carriageway, '2+1' carriageway and stretches of two-lane dual carriageway, with the scheme taking place on said southbound two-lane dual carriageway.

Biodiversity

Inner Moray Firth Special Protection Area (SPA) (NatureScot Site code: 8515) lies approximately 1.9km south of the scheme at its closest extent.

Inner Moray Firth Ramsar (NatureScot Site code: 8430) lies approximately 1.9km south of the scheme at its closest extent.

Moray Firth SPA (NatureScot Site code: 10490) lies approximately 2.1km south of the scheme at its closest extent.

Relevant assessment under the Habitats Regulations has been undertaken for the sites noted above; refer to the Description of Main Environmental Impacts and Proposed Mitigation - Biodiversity section below for further details.

There are no locally or nationally designated sites for biodiversity such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNR) located within 300m of the scheme (SiteLink).

The National Biodiversity Network (NBN) Atlas holds several records of bird species within 2km of the scheme. The search criteria included only records during the past ten years, and which have open-use attributions (OGL-CC0-CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas holds records of following injurious and invasive weeds (as listed in the NMC) under the same search criteria:

- Rosebay willowherb (*Chamaenerion angustifolium*)

Transport Scotland's Asset Management Performance System (AMPS) holds one record of rosebay willowherb in the verge of the A9 northbound carriageway 10m west of the scheme at its closest extent.

Habitat in the surrounding area is predominantly pastoral farmland with open ground and pockets of woodland and plantation.

There is one woodland listed on the Ancient Woodland Inventory (AWI) within proximity of the scheme extent. Wood Id: 5872 is a woodland noted as long-

established (of plantation origin) antiquity which lies 80m north of the scheme at its closest extent.

There are no Tree Preservation Orders (TPO) as noted by the Highland Council within 300m of the scheme (TPO).

Works are restricted to the A9 trunk road boundary and consist solely of like-for-like resurfacing within the existing carriageway. No environmental constraints were identified during the desktop study that would require a site visit, and therefore none was undertaken.

Geology and soils

There are no Geological Conservation Review Sites (GCRSs) or Geological SSSI located within 300m of the scheme (SiteLink).

The British Geological Survey online mapping tool records that the bedrock geology within the scheme extents is recorded as:

- Kilmuir Conglomerate Formation-Conglomerate
- Raddery Sandstone Formation-Sandstone

The mapping tool records the following superficial deposits within the scheme extents:

- Till, Devensian-Diamicton
- Alluvium-Clay, silt, sand and gravel

Soils within the scheme are recorded as humus-iron podzols with norainic drifts derived from sandstones of Middle Old Red Sandstone age (Scotland's Soils)

Soils within the scheme extent are recorded as being ‘Class 0’ as displayed on Scotland’s Peat Map. Class 0 are mineral soils where peat is not typically found.

Material assets and waste

The proposed works will entail the resurfacing of the A9 carriageway and road markings with material used to consist of:

- Asphaltic material
- Milled in road studs
- Thermoplastic road marking paint
- Bituminous emulsion bond coat

It is expected that the works will produce the following waste materials:

- Planings; 100% of which are to be recycled/reused off site.
- Old road studs; disposed of at local waste facility where re-use is not possible.

Planings will be re-used or recycled in line with The Environmental Authorisations (Scotland) Regulations (EASR) 2018.

If any coal tar contaminated road planings are identified, they will be classified as a Special Waste. Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings. Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility, and SEPA will be notified prior to the Special Waste leaving site.

The value of the scheme exceeds £350,000; therefore, a Site Waste Management Plan (SWMP) is required.

No site compound is required for these works. Storage of plant and equipment will be within the A9 carriageway.

Noise and vibration

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (TNAP).

L_{DEN} or 'day, evening, night average noise levels' are modelled within the scheme extent. Noise levels are recorded as being between 70 and 76dB on the road at the scheme extents (ScotGov).

Baseline noise and vibration in the study area is mainly influenced by traffic travelling along the A9 and local roads; with secondary sources likely shaped by land management practices.

Population and human health

The scheme lies within a semi-rural stretch of the A9, with several residential and commercial buildings within 300m of the scheme. The closest one lies approximately 30m north of the SB carriageway with dense woodland creating a visual and acoustic screening.

Within the scheme extent, there are three access roads that converge onto the A9. There are no non-motorised user (NMU) facilities within the scheme extent.

National Cycle Network (NCN) route runs on a minor road parallel to the A9 approximately 100m north of the scheme at its closest extent.

There are no Core Path (Highland Council) or routes listed on WalkHighlands within 300m of the scheme extent.

According to Scottish Road Works Commissioner there are no other roadworks scheduled within 300m of the scheme (Scottish Road Works Commissioner).

The most up to date Transport Scotland Road Traffic Counter the A9 Artafallie (B9161) to Tore Roundabout (Site ID: 0000ATC01010) is located approximately 100m south of the scheme at its closest extent and recorded an Average Daily Traffic (ADT) flow in 2025 of 26,952 vehicles with 16.9% of them being Heavy Goods Vehicles (HGVs).

TM will involve lane road closure on the of the A9 SB carriageway with convoy working. with convoy & 2Two-way Temporary Traffic Lights (TTL) will be present on minor road at their junction to the A9.

Road drainage and the water environment

The scheme falls within the 'Black Isle' (ID 150643) groundwater body which was classified by the Scottish Environment Protection Agency (SEPA) in 2024 as having an overall status of 'Good' and is also a Drinking Water Protected Area (Ground) (DWPA).

Allanglach Burn (ID: 20155) a river in the Scotland river basin district and lies approximately 20m south of the scheme at its closest extent. In 2024, it was assigned an overall status of 'Good ecological potential' by SEPA under the Water Framework Directive (WFD) (SEPA).

Several small unclassified by SEPA water bodies lie within 300m of the scheme.

The scheme falls within an area that has a 0-10% chance of flooding each year from surface water and small watercourses (SEPA Flood Map).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements.
- No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following the works.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM, however this will be restricted to the construction duration only. Following the works, renewed road surface will be the only change. Land use will not change as a result of the works. No residual change is anticipated.

The following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Biodiversity

The scheme is located within proximity to the Inner Moray Firth SPA, Inner Moray Firth Ramsar and Moray Firth SPA.

It was assessed that ecological connectivity between the works area and the designated sites is present due to the mobile nature of its qualifying features, which may utilise areas in the vicinity of the works. As such, a Habitats Regulations Appraisal was completed. No Likely Significant Effects (LSE) were identified as a result of the works on the designated features of the sites. This conclusion was based on the following considerations and the standard measures to prevent pollution and minimise disturbance (as detailed below):

- All activities will be confined to the man-made surface of the A9 trunk road and will not interact with adjacent land, habitats, or designated features.
- The works will progress linearly along the scheme extents, with no vegetation management, excavation, or earthworks proposed.
- The site is located at a considerable distance from suitable nesting or foraging habitat associated with designated species, and species associated with nearby European Sites are expected to be habituated to traffic and routine activities on the A9.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. Works are, however, restricted to the A9 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A9. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

Works are restricted to the A9 carriageway and will not involve in-stream works, vegetation clearance, or earthworks. As no land-take, site clearance, or material import is required, the risk of spreading invasive non-native or injurious plant species is low. However, operatives may encounter such species within adjacent verges, so relevant toolbox talks will be included in the Site Environmental Management Plan (SEMP) to raise awareness.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environment Team.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.

- Any artificial lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas and nearby habitat where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

Excavation is required as part of the resurfacing works; however, this will be restricted to the A9 carriageway and trunk road boundary. Some localised soil exposure/disturbance will likely occur along carriageway verges, however this will not result in any change to local soil make-up, and standard working practices will highly limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All road plainings will treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates under the EASR.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

With the above mitigation measures in place, it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed scheme have the potential to generate noise and vibration through the use of plant, machinery, and construction vehicles. However, the works are not located within a Candidate Noise Management Area (CNMA), and the residential properties within 300m of the scheme benefit from a degree of acoustic screening provided by dense woodland. Works will be completed over 9 nights on a rolling programme, with the aim being to complete the noisiest works (e.g. planing) by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in poor condition, with a series of defects. Replacing the life-expired surface course with new surfacing will provide two positive benefits: improved road condition and a reduction in noise generated by vehicle movements once the works are complete.

- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- The local authority (the Highland Council) Environmental Health Officer (EHO) will be notified of the works.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

With the above mitigation measures in place, it is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs. TM will involve lane closures on the A9 SB with temporary traffic lights on minor roads at their approach to the A9withoin the scheme. There are no NMU facilities located within the scheme, however access for NMUs within the scheme extents will be maintained and the works are being undertaken at night time when footfall and cyclist count is likely to be at its lowest.

Several residential properties are found within 300m of the scheme. The closest of these is located approximately 30m north of the SB carriageway with dense woodland creating visual and acoustic screening. Although the works are being undertaken at night, potential for disturbance form noise, vibration and the additional construction lighting is limited. Disturbance to residents will be mitigated by the following mitigation measures; with these in place the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site as required.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

With the above mitigation measures in place, it is anticipated that any population and human health effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain).

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.

- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to its Carbon Management Policy.
- The works will utilise the use of Warm Mix Asphalt (WMA) for binder layer in favour of Hot Mix Asphalt (HMA).

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to a local waste management facility.

With the above mitigation measures in place, it is anticipated that any climate effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Vulnerability of the project to risks

Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no increase to the likelihood of flooding on the A9 within the scheme extents upon completion of the works.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. A search of the Highland Council Planning Portal (Map Search) identified no approved planning applications within 300m of the scheme, in the last 6 months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative

effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

A HRA was undertaken due to the scheme's proximity and ecological connectivity with the Inner Moray Firth SPA, Inner Moray Firth Ramsar and Moray Firth SPA. The HRA confirmed that the works will not result in LSE on the designated feature of the Inner Moray Firth SPA, Inner Moray Firth Ramsar and Moray Firth SPA.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal EIA is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken, and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all activities confined to the A9 trunk road boundary.
- Construction activities are restricted to an area of 1.1144ha along a 1393m stretch of the A9.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme by utilising lane closure on the A9 SB

carriageway with lane closure and temporary traffic lights on local road at their approaches on A9 within the scheme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Removing the carriageway defects will provide this part of the A9 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- No impacts to the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact the environment.

Location of the scheme:

- The scheme is fully located within the existing A9 road boundary (SB carriageway surface) with no requirement to access land adjacent to the carriageway and as such no land take is required.
- The scheme lies within ecological connectivity to three European Sites: Inner Moray Firth SPA, Inner Moray Firth Ramsar and Moray Firth SPA. Assessment under the Habitats Regulations concluded that no LSE on these sites would occur from the work activities.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement of the road surface and there will be no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be of short duration and nighttime resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

References of supporting documentation

F565 Habitats Regulations Appraisal Proforma – A9 Glackmore SB Duals – Combined BEAR Scotland, March 2026

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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